Moultonborough Safe Routes to School (SRtS) Project Overview:

- Who? Project Taskforce.
- What? Evaluation of walk/bike opportunities and barriers.
- Where? Within 2 miles of school.
- Why? Safety, health, environment, etc.
- When? Today through fall 2009.
- How? Fieldwork, meetings, and report.

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Who?

Project Taskforce:

- Carter Terenzini, Town Administrator
- Betsey Patten, Board of Selectmen
- Scott Kinmond, Road Agent
- Michael Lancor, Superintendent of Schools
- Laurie Whitley, School Board Member
- Cassie Coons, K-6 Physical Education
- Sara Fogarty, K-6 Parent and Para Educator
- Carolyn Nelson, 7-12 Parent and School Nurse
- Maud Anderson, Grade 4 Teacher
- Pasha Marlowe, Parent to Grades 4 and 5 students
- Grade 7 and 8 Student Representatives

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What?

Project Evaluation:

- Document Existing Conditions
  - Surveys – Parent and Student
  - Observe and map walking and biking opportunities
  - Review town plans – what do they say about this?
- Barriers Analysis
  - Identify any issues
  - Identify solutions
  - Prioritize solutions

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Surveys:

- Parent Survey
  - What affects your decision to allow your child to walk/bike to school?
  - Are there safety issues?
  - Results determine how to improve walking/biking opportunities.
- Student In-Class Travel Tally
  - Information is collected by teachers over one week period.
  - Records how children arrive and depart from school.
  - Information can be collected again to evaluate effect of changes.

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Survey Results:

Parent Survey Reasons

- Distance
- Traffic
- Routes
- Crime or violence
- Crossing Guards
- Time/convenience

Student Survey Travel Modes

- Walk
- Bike
- School Bus
- Family Vehicle
- Carpool
- Other

Survey results are compiled by the National Safe Routes to School Program and are typically available online in 2-4 weeks.

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Observe and Map:

- Create photo tour of existing conditions
- Continue modifying Village Center Map
- Identify:
  - Walking/bicycling barriers
  - Solutions
  - Preferences

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What does the Town's plan say?

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Town Goal for Project:

"An environment where walking and biking to school are part of the social fabric."

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Barriers Analysis:

- Taskforce Meeting 2 and 3
  - Identify short and long term solutions for:
    - Walkability
    - Bikeability
    - Safety
    - Crosswalks
    - Sidewalks
  - Develop implementation strategies
    - Prepare timeline to complete improvements

School Zone Signs and Pavement Markings

Comparison between standard yellow school warning sign and the retro-reflective sign with a retro-reflective post cover.

Pavement stencils can effectively communicate message to drivers.

Sidewalks

Connect sidewalks and always have two curb ramps one for each crossing.

It also a good to have sidewalk buffers wherever possible.

Crosswalks

Marked crosswalks need to used effectively (above) to do this keep in mind the number of lanes and traffic counts during placement.

Raised crossing islands simplify the crossing and provide a safe refuge in the street.

Marked crosswalk not used in ideal location (right) too many lanes of traffic to cross.

Street Lighting

- On streets with lots of trees, street lighting scaled to pedestrians (low lights) illuminates the sidewalk even after the trees mature.

- While most school walking activity occurs during daylight hours, the morning school trip in the middle of winter often occurs during hours of darkness, and many school activities occur during nighttime hours.

- Can also be used in conjunction with sidewalk buffers for added pedestrian safety.

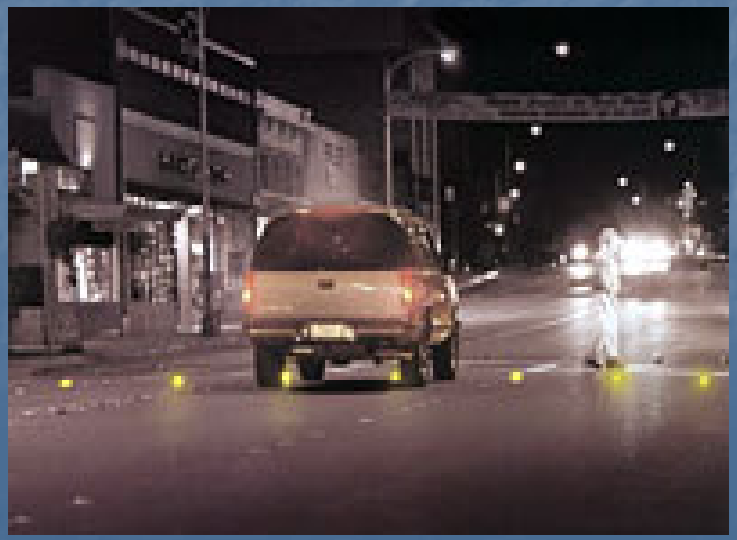
Bicycle Safety

Bicycle lanes should include the lane line and bicycle lane symbol.

There should also be adequate storage for bicycles on school grounds…like these covered bike racks.

Illuminated Crosswalk

Denville, NJ



Signal detects the presence of a pedestrian then pavement-mounted lights illuminate. The lights stay on for 10 seconds, flashing at a frequency of about 4 pulses per second.

There are variations that require pedestrians to push a button before crossing.

Results show motorists yielding or stopping for pedestrians staged to cross the roadway increased from 13 percent to 35 percent after the crosswalk was installed.

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Draft Report:

- Outline school and community intentions
- Results of existing barriers and solutions
- Proposed travel improvements
- Follow Safe Routes to School Program's 5 E's
  - Education: Creating awareness of the Safe Routes to School Program.
  - Encouragement: Rewarding participation and benefits of walking/biking.
  - Engineering: Techniques used to create safer routes to school (example-creating sidewalks).
  - Enforcement: Community members working together to promote safer habits-both driving and walking/biking.
  - Evaluation: Determine if resources are directed at strategies that have greatest chance of success and that the strategies are implemented.

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Public Input :

- Prepare informational flyer
- Attend public meeting
- Amend draft report
- Finalize Travel Plan Report

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Final Report:

Final Report = "Travel Plan"

A comprehensive review of pedestrian and bicycle safety with appropriate solutions identified for problems and a timeline for implementation.

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How?

Project Milestones